



# THE BRITISH COLONIST

Wednesday Morning, April 18, 1866.

To Advertisers & the Public

**THE DAILY BRITISH COLONIST**, published every morning (Sunday excepted), is the largest and most widely circulated journal in Mr. Major's possessions on the Pacific.

**THE WEEKLY BRITISH COLONIST**, published every Tuesday, will be mailed or left at the post office at 26 cents per week, furnishing their address at the Office of Publishing.

**BIRTHS, DEATHS, AND MARRIAGES**.

In future all notices of Births, Deaths, and Marriages intended for insertion in this paper must be paid-at the following rates: For Births and Marriages, \$1 50; for death, \$1, with funeral notice \$1 50.

**JOB PRINTING**.

**THE BRITISH COLONIST** PUBLISHING COMPANY having received a large addition to their stock of new and beautiful tools, and having made every effort to fit up with neatness and despatch, at a slight advance on San Francisco prices.

**THE LOSS OF THE LABOUCHEUR**.

The loss of the Labouchere on her first regular trip between San Francisco and this port, and immediately after being fitted up at considerable expense by the owners, is, at the present critical juncture, a serious blow to both Vancouver Island and British Columbia.

The accounts given of the catastrophe are as meagre as they are conflicting. From the telegram of Messrs. Falkner, Bell & Co. we learn that the steamer was lost on Point Reyes on Sunday morning, and that all the persons on board with two exceptions were saved. The telegraphic operator, however, says the vessel struck on the Point Reyes reef, which is really twelve miles from the Point, and that the catastrophe took place at 10:30 on Saturday night. The third telegram, which is from Mr. Edgar, differs materially from the other two, inasmuch as it states that the steamer *foundered at sea* at 8 o'clock on Sunday morning and that all the passengers were saved. A fourth telegram corroborates the last dispatch. How the accident occurred is not as much as hinted at. Of course in the absence of any definite information there is bound to be no end of surmises—and surmises, some of them, of the most startling description. The first supposition is that the recent alterations in the steamer had affected her compasses, and that after leaving the Golden Gate she went out of her course. But unless a dense fog prevailed along the coast the captain was certain to notice any such derangement. He would see the Farallon light long before touching Point Reyes, and would know his position. The second supposition is that the captain had not made any allowance for the current that sets in some times pretty strongly in the vicinity of the Point; but unless in very heavy weather he could not be driven out of his course without observing it. Then we have surmises of foul play on the part of some enemy to the boat; and a host of other suspicions equally startling. The fact, however, is apparent—if the Labouchere had left as was stated, or Saturday afternoon at four o'clock she would have been out of all danger before night fall, and certainly out of the danger of running against Point Reyes, which she would have seen very clearly long before the sun had set—that is if there had been no fog. The fog is really the only tangible supposition that can so far be entertained. It is useless to waste time, however, surmising, when the Enterprise today will probably bring us the full particulars of the catastrophe. In the meantime we can only hope that Mr. Edgar's telegram may be the correct one, and that no lives have been lost.

The wreck of the Labouchere leaves us at present depending on the British Columbian subsidized line, for the Hulon Bay Company are not bound by their contract to replace the lost boat, and will not make the attempt. It is necessary, therefore, the Government should be prepared to make such arrangements as will secure to us steady and frequent communication for the next three or four months. A great deal will depend on our having regular steam communication with San Francisco during the remainder of the spring, at rates of passage sufficiently low to be no bar to a mining immigration, and we are glad to see the Assembly has lost no time in bringing the matter before the Executive. The mere loss of a steamer should not be allowed to jeopardize our interests one way or the other, and we feel certain it will not. A few weeks should see the connection which the "dangers of the sea" have for a time disrupted resumed, and things go on as if the accident had not happened.

**The Bowling Saloon,**  
WADDINGTON ALLEY,

**THE LEASE OF THE ABOVE WELL**, known business stand, together with all the FURNITURE, FIXTURES, &c., will be sold by private contract.

Apply on the premises.

april 1st.

**NOTICE OF MEETING**.

**THE SECOND ORDINARY MEETING** of the **BRITISH COLONIST** will be held in the City Council Chambers, Broad street, on WEDNESDAY, the 18th of April inst., at Eleven o'clock A.M.—for the election of a Vice-President—General, and the passing of certain special resolutions, which may be seen at the Compt's office.

J. S. WILLIAMS,  
Secretary.

april 1st.

Corner Broad and Tuncott streets, V.I.

april 6, 1866.

5

**A CARD**.

VICTORIA, April 17, 1866.

**EDITOR DAILY BRITISH COLONIST**

Sir.—We, the undersigned, are astonished to find our names in the list of Petitioners to the Legislature, and are sorry to say they are used without our authority or knowledge. They are, we are strongly in favor of Incorporation.

In justice to ourselves and the community we hereby publish our protest against the use of our names without being lawfully authorized, and inimical to our principles.

JOHN H. WILLIAMS.

ROGER WILLIAMS.

april 18.

Queen Charlotte Coal Mining Company  
[LIMITED.]

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**A CARD**.

TO THE EDITOR OF THE BRITISH COLONIST.—Sir.—I am bound to inform you that the mining industry of British Columbia edifies me to the effect that I intend to leave the Colony. I beg to give this statement a most unqualified contradiction, and assure you that I have no desire to leave such information as may enable me to treat the slanders to their discredit. JOHN COPLAND.

Victoria, V.I., 17th April, 1866.

april 18.

1

**TO THE PUBLIC**.

Hotel-keepers, Restaurateurs, Bread Pedlars, and the Public generally, are hereby informed that from and after this date I am prepared and willing to sell

The Very Best Quality of Bread

—A—

Five Cents per Pound.

At this rate there is no economy in making your own bread. You will find it cheaper to buy my

**BULLY LOAVES!**

Three for a Quarter!

The Largest in Town, and the quality unsurpassed.

E. DERHAM,

JOHNSON STREET,

Below Weddington Alley.

april 18 2w

## NEW ADVERTISEMENTS.

### AUCTION.

THURSDAY,  
April 19th, 1866,

AT 12, NOON,

### Milch Cows,

Horses,

Steer,

Oxen.

We are instructed to sell in the yard opposite our

### AUCTION ROOMS, FORT ST.

### On a Liberal Credit,

1 Yoke Work Oxen, in prime condition

for work or butcher;

5 Milch Cows, with Calves fit to kill;

1 Steer;

2 Work Horses;

3 Pack Horses;

The above cattle have been selected on the other side expressly for this market, and are just landed ex Eliza Anderson.

TERMS AT SALE.

—ALSO—

By order of Thos. Trounce, Esq., who has no further use for them,

ALE AND PORTER.

in cases and casks.

Blood, Wolfe & Co.;

Barclay & Perkins;

Allsop & Son, etc.

—ALSO—

EX "DOMINGO," "TANNER," AND "W. A. BANKS."

RUM.

The scow "Trial," 60 tons burthen, well found in anchors and cables, and all the requisites for a general lightering and ballasting business.

She may be seen anchored near James Bay Bridge.

TERMS,--CASH.

DANIEL SCOTT & CO.,

april 17 Auctioneers.

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april 18 2w

## NEW ADVERTISEMENTS.

### WINES

### AND LIQUORS!

GRELLEY & FITTERRE,

Wharf Street,

IMPORTERS

And Wholesale Dealers in

Fine English, French & American

LIQUORS,

CHAMPAGNES,

California Wines,

Clarets and Brandies,

OFFER FOR SALE—

Ex 'Severn'

GIN.

600 cases Swaine Board's Old Tom Gin;

I. D. K. G. Z. G. cases;

Rynbende and Zonen's fine Holland Gin in

punches;

Swaine Board's Old Tom in punchees;

Bernard's do. in qr cases;

BRANDIES. :

Hennessy, qr cases and cases;

**COMMERCIAL**

**MEMORANDA.**

The T. W. LUCAS left San Francisco on Good Friday; put ashore and lay three days in port; had heavy gales on passage up.

**PASSENGERS.**

Per steamer ELIZA ANDERSON, from Puget Sound—J. Biles, Becket, J. Ward, W. Hodge, J. L. Tolman, J. Lawrence, Hannah Jackson, Liggett, wife and child, Hart, W. Lynde, J. Pierce, J. Smith, Plastine, Yrsor, J. W. Williamson, Master Tolmer, Mr. Folk, Mrs. Robertson, Brown, Moore, Lowden, Knight, Brown.

**IMPORTS.**

Per steamer THORNTON, from Burrard Inlet—25 ft. cedar lumber. Value \$400. To Moody & Co.

Per ship DISCOVERY, from Port Angeles—16,000 packets, 110 M. laths, 1000 feet cedar boards to Sayward.

Per steamer ELIZA ANDERSON, from Puget Sound—17 pligs oars, 3 boxes eggs 17 M. cattle, 41 sheep, 4 calves, 5 hogs, 9 ells bacon, 2 rolls leather, 1 coop chickens.—Value, \$2,125.32.

**CONSIGNMENTS.**

Per T. W. LUCAS, from San Francisco—Peter McQuade, Louis Hennem, Co., J. H. Turner, Jules David, S. Kelly, S. Anderson, L. L'Hoteller, Fell & Co., H. Leibowitz, Dickson, Campbell & Co., Janion, Green & J. J. Morris, B. D. Hunt, C. & C. Scherzer & Co., Schwartz & Ruff, A. Casanay, H. B. Co., S. Nesbit, Gr. P. J. Lowe & Co., Order.

Per steamer ELIZA ANDERSON, from Puget Sound—E. Marvin, J. W. Waite, F. Reynolds, Carson & Hammond, Dr. Tolmie, Fell & Co., J. Bates, U. Nelson.

**MARINE INTELLIGENCE.**

**ENTERED.**

April 15—Slip W B Taylor, Drake, San Juan St Eliza Anderson, Finch, Port Angeles Sch Thorndyke, Thornton, San Juan Slip Thornton, Warren, Burrard's Inlet

**CLEARED.**

April 15—Str Eliza Anderson, Finch, Port Angeles Sch Thorndyke, Thornton, San Juan Slip Ocean Queen, Watkins, do

**MARRIED.**

In this city, on the 17th inst., by the Rev. E. Crane, Mr. Milton Edgson to Miss Keturah Nealie Hartman.

April 15, 1866, at the residence of Mr. John L. Clark, in Olympia, by the Rev. C. C. Stratton, Mr. Columbus White to Mrs. Mary Clark, both of Thurston County.

**DIED.**

On the 15th inst., at Victoria, Vancouver Island, Henry Norton Tooby, aged 34, of Gloucester, England. California papers please copy.

At Port Angeles, W. T., on the 8th inst., of apoplexy, Mr. S. E. Wilson, formerly of Maine. Deceased was buried at Port Townsend on the 10th.

**TELEGRAMS RECEIVED.**

From the Operator at Seattle to the Colont.

SAN FRANCISCO, April 16.

The H. B. Co.'s steamer Labouchere, here for Victoria, struck the reef at Point Reyes at 10:30 last Saturday night. The vessel is a total loss. She had on board one hundred passengers, all of whom, with the exception of two were saved. Particulars soon.

From the Agents to the Hudson Bay Company.

SAN FRANCISCO, April 15.

Labouchere lost on Point Reyes this morning. One (1) waiter and one (1) passenger, both colored, drowned. Passenger's name Wilcox. Have sent steamer for passengers.

FALKNER, BELL & CO.

From Mr. D. A. Edgar, one of the passengers, to the U. S. Consul.

SAN RAFAEL, April 15.

HON. ALLEN FRANCIS.—Steamer Labouchere foundered at sea this morning at eight (8) o'clock. Passengers all saved. Ship and cargo total loss.

D. A. EDGAR.

Mr. Martin, of Martin Bros, Wharf street, also received a telegram announcing the wreck of the steamship, and stating that all the passengers were saved. Mr. Martin's wife was on board.

Mr. John P. Couch, merchant, of Wharf street, also received a telegram announcing the loss of the steamer.

A SPECIMEN BRICK.—We observed yesterday at the Bank of British Columbia, a specimen gold brick, being the finest one we have ever seen. The brick was made from the crucibles of the Rocked Ledge. The gold of which is shown to be 94 fine. There are 260.96 ounces in the brick, and the aggregate value is \$5,103.32, or \$10 50 per ounce.

For the purpose of giving inexperienced persons an opportunity to judge the size of the brick, we have placed it in a case which measures as follows: Length, 4 1/4"; width, 1 1/2"; depth, 2 1/2". The brick was assayed by King, Myrick & Co., and pronounced the finest specimen yet produced from the results of a quartz crushing on the Pacific Coast.—Oregonian.

STATISTICAL.—San Francisco must be a thirsty city. We learn from data found in Langleys' Directory, and elsewhere, that the city has 3,512 bars at which liquors are sold. The amount of license collected is over \$50,000. One of the papers alluding to the same says: "Two thousand nine hundred and four drunks are reported for the last year. Estimating each drunk to result from the consumption of one quart, we have five heads and forty-eight gallons accounted for. Every drunk causes six hours of headache, on the average, so that we have 47,424 hours of human misery to add to the sum total of our calculations."—Oregonian.

WAGE CASE.—Anthony Elliott was paid for part of Chas. Caufield for \$48 50, for part of 3 months wages as a farm laborer, at the rate of \$20 per month. The defendant put in a contra account for \$22 50 for milk, \$15 for rent, and \$6 for wood, potatos and turnips, and said the plaintiff had lived almost entirely on milk. The bench allowed \$11 25 for milk, and the \$6 for potatos, etc., but as the defendant had stated that the plaintiff could not live in the house as long as he liked, and did not say anything about rent, he disallowed that item, and made an order for plaintiff for \$31 25.

CAUTION TO MINERS GOING TO BIG BEND.—No one should start for these mines without being quite sure that his teeth are in good order. F. W. Cave, Dentist, Trounce Alley, opposite the Colonist office, is still practising his profession at English prices. \*

PRINCE OF WALES.—Oxford Hats, received per "Domingo" from Townsend & Co., London.—A fine invoice of the above very stylish and fashionable Hats.—ADAMS, Pioneer Hatter, Government street and Trounce alley. \*

MR. W. D. MOSES will remain in Victoria until April 20th, and will be happy to wait upon ladies and gentlemen who may require his services at their residences. \*

THE SURDY CONTRACT.—We understand that the contract with the Hudson Bay Co. for running the Labouchere to San Francisco for twelve months was not to be completed until the arrival of that vessel from below, and an inspection of her accommodation.

The \$25,000 bonds will not, as is generally supposed, be forfeited; as it was expressly understood that the dangers of the sea should be excepted. There is every probability of the contract being fulfilled forthwith by some other steamer.

**SPRING RIDGE WATER WORKS BILL.**—A special meeting of a Committee of the whole Council was held yesterday afternoon in the Council Chamber, Councillor Layzell in the chair, to discuss the private bill now before the House of Assembly. After the correspondence between the Council and the Assembly on the subject had been read the Mayor rose to dissent from the remarks made in the House on the previous day as reported in the papers. His Worship stated that the Council had been desired to express their opinion on the bill, that communications courteous expressed had been sent on the 24th March, desiring a conference, and on 10th April, stating that the Committee of the Council had completed its labors and were ready to report. No replies to either communication had been received, but on the very same 10th day of April the private bill committee reported the bill to the House, referring to some circumstances not yet incorporated for the attack of Point Reyes and founded. Now the passengers and crew, about 130 souls, succeeded in reaching shore with no more than two probable casualties remains to be seen. Those who know the coast well say that the weather is seldom or never calm off the point, and if any ship struck on the reef which lies some twelve or fourteen miles out to sea there would be little chance of saving life. Some miseries on the nature and course of the disaster, of course, numerous. Kindly, as all do, thank the vigilance of Captain Mount who called the most common conclusion is that the ship's compasses had become deranged by some local attraction while in dock, and that the night taking thick the Farallones Light or Point Reyes Head Land was obscured and the steamer ran on the reef, from which she may have backed, and in trying to reach Sir Francis Drakes Bay foundered. The arrival of the Enterprise to-day from New Westminster with further particulars will be anxiously looked for. In the meantime it is satisfactory to note that the shipwrecked and others who had been to hear that the passengers were reported by two of their own number to have been all saved, and further that a steamer was despatched by the agents to their rescue. On the ship's deck were five white whaleboats belonging to Reid, the ferryman, which he rejoices in believing must have been instrumental in saving life, as they could each carry six or eight passengers, if the sea was not running too high.

We understand that the Labouchere was insured in England for £33,000. She was substantially built of steel, and her engine was well proportioned and well made.

Scarcely any one who had been on board will be heavy sufferers, as the loss of the Labouchere was looked upon as such an improbability that shippers were indifferent about insuring. Reid, who had probably lost his five boats which were not insured, nobly says he will be quite contented if they were the means of saving one life.

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**LIST OF  
SUBSCRIPTIONS  
AND  
DONATIONS,**

**FOR THE  
ROYAL HOSPITAL,**

VICTORIA, V. I.

From 1st January, to 31st December, 1865.

Balance being available amount after paying all liabilities.

\$10,000

Anderson & Co... \$10,000

Austin, A.C. 5

Bell, Charles 10

Bowes Brothers 6

Brown, J.G. 6

Brown, J. G. 6

Bottrell & Son 6

Blackney, W.R.N. 10,00

Bishop, Robt. 6

Calder & Franchini 10

Campbell, Mr. 10

Cochrane, J.J.M.L.A. 6

Chilchuk, C. 6

Charles, William 2,60

Chisholm, Dr. 6

Dodge, Mrs. 6

Jemers, Rev. Bishop 20

Jake & Jackson 6

Jones, James 6

Douglas, Sir James 10

Davis, J.H. 6

Denton, Rev. A. 25

Doran, Rev. A. Nasas 6

Elli, Cap. 6

Evans, Dr. 6

Fitzsimons, Mr. 6

McQuade, Peter 6

McGreal, Mr. 6